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GENTRAL INTELLIGENCE AGENCY

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recell sessioned at the field

Turmament occupation:

Dougles planes, also designated "FS-84" by sent of the Pis. A commercial plane equipped with 2 intime engines retractable landing gear, low, oblong plane 25X1

Douglas creft, but with a small, blimp-like aluminum body instead of the plexiglass canopy 25X1

(3) About 20 to 24 U-2 biplanes, five of which were embulance plands painted white or green.

Behind the pilot's seat there was a plexibe put into the cabin from above.

b. Temporary occupation:

Individual commercial aircraft: Blimp-she of fuselage, low-wing monoplane, two radial engines with four-bladed propellar, nose wheel, far projecting cockpit, door at right rear side, wide double-trapezoidel wings with rounded tipe, set rather far to the rear. The Soviets called the craft an 11-12. Since late in September 1948 this plane would land at the field every three or four days about 4 p.m. On these days, local flights of about 12 minutes duration were commetted with this craft between 4 p.m. and 2 a.m. according to the Soviet flying personnel, these flights werethe night flying training of pilots stations of at the field.

7. Flying: The commercial aircraft had scheduled flights mainly on lines to KIDY, Kharkov, MCCOW, LARSAU-BERLIN, and Kaliningrad (according to encouncement over the loudspeaker). The U-2 biplanes presumably made courier flights.

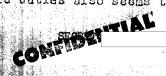
Comment

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The reports on the location, stage of construction, and flying at the commercial airfield of allock-bouth present a clear picture. Although the reported estimates on the length of the runway and the size of the air craft dispersal area differ, the following data may be assumed to be approximately correct:

Size of the field. About 10,000x6,600 feet. Runway: About 6,600x200 feet.

- a. Two concrete taxiways leading from the hangar or the dispersal area to the runway: About 100 feet wide.
- b. The fact that the hunger under construction in Minsk was dismentled in BIRLIN TELPELHOF can be considered as confirmed.
- c. The use of the field by the Civil Air Fleet is an established fact. Thether the presence of air force soldiers, thich was reported several times, is due only to the existence of the fadic station seems countful. According to another report, an air force ground personnel unit in charge of guard duties also seems to have been stationed there.



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in the number of electaft stationed at the field from 1947 to the Summer of 1949 seems to have been almost constant. It is absumed to be stationed at the field in station to the about 20 commercial Douglas places and 20 piplanes. The occasional practice flights with IL-12s do not like ste an intended military occupation of the field.

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